and western extremes of our possessions, and it only lacks, sir, that a link be completed which lies between the Atlantic and Pacific oceans to perfect the communication between the two sides of our confinent.

The bill also provides for the transportation of naval as well

as military stores; therefore, it very appropriately refers the completion of the contract to the Secretary of the Navy.

The persons, Mr. President, named in the bill, and wh if the bill passes, are those with whom the contract will be rnade, are persons who, in my opinion, are entitled to the most favorable consideration. They are, in the first place, persons who are acquainted practically with what they undertake to de.

One of the petitioners, Mr. Stevens, is known throughout
the reading world for his travels in a part of South America
which lies near the country over which this road is to run.
Besides being known as a traveller in all this region, he has visited the isthmus in company with two engineers to ascertain for himself not merely the practicability but the cost of the work; and, though necessarily aided by the surveys which have been made heretofore under the contracts of different Governments, he has nevertheless examined ever

of different Governments, he has nevertheless examined every inch of ground himself, accompanied by skilful engineers, who have made their own report of the route. He has knowledge man the self-or, and washing howevery of the subject it is in vain for any body to undertake it.

The company who apply for this privilege have another recommendation—that of capital to accomplish it. They then, sir, have another recommendation, which is an interest in the completion of the work. They are the contractors for the transcortation of the mails on the other side of the isthmustransportation of the mails on the other side of the isthmus They have already put affort three steamers of the first class, which have cost them six bundred thousand dollars. These steamers are now passing round to commence the business of transportation on the other side of the isthmus. They have, then, a great sum already embarked in this business, and they have a direct interest in making successful the large amount of money which they have invested on the other side. They who undertake to carry "persons and things" from the other side of the isthmus are those who, above all others, are the most interested in having the means of accomplishing, in the isthmus of the shortest possible time, the transit across the "persons and things" in the transportation of which their success depends. They have a direct interest in their money already invested, and they have an interest in the success

their enterprise.

They have another reason, Mr. President, why they should have this grant from us. They already have it from the Government which owns the country-from the Government of New Grenada-and are at this time in possession of the privi lege of opening this road.

I will read to the Senate the letter of Gen. Herran, Minis

ter from New Grenada to this Government, procured by these three gentlemen, Messrs. Aspinwall, Stevens, and Chauncey LEGATION OF NEW GRENADA,

Washington, Dec. 18, 1848.

Gentlemen: I have had various conferences with Mr. Joo

L. Stevens, as representative of the Association which you have formed, and with powers sufficient to solicit the privilege of contents in a military in the solicit than the sol constructing a railroad in the isthmus of Panama conducting a railread in the istimus of Panama, under the conditions which, in the name of my Government, I have proposed to him. From these conferences it has resulted that Mr. Stevens has given me sufficient guaranties, beaides those which are expressed in the privilege conceded to Matthew Klein, under date of the 8th of June, 1847, to ensure the execution of the date of the 8th of June, 1847, to ensure the execution of the state of the 8th of June, 1847, to ensure the execution of the state of the 8th of June, 1847, to ensure the execution of the state of the 8th of June, 1847, to ensure the execution of the state of the 8th of June, 1847, to ensure the execution of the state of the 8th of June, 1847, to ensure the execution of the state of the 8th of June, 1847, to ensure the execution of the state of the 8th of June, 1847, to ensure the execution of the state of the 8th of June, 1847, to ensure the execution of the state of the 8th of June, 1847, to ensure the execution of the state of the 8th of June, 1847, to ensure the execution of the 8th of June, 1847, to ensure the exe Klein, under date of the 8th of June, 1847, to ensure the exe-cution of this work, [this is a very material statement, sir, and that your association binds itself to fulfil the condition

which I have proposed in favor of New Grenada, besides those which I have proposed in favor of New Grenada, besides those which are set forth in the privilege.

In virtue of this agreement, I declare that you are in possession of the privilege conceded by the Government of New Grenada for the construction of a railroad over the isthmus of Grenada for the construction of a servant,
Panama. I am your very obedient servant,
P. A. HERRAN.

Mesers. W. H. Aspinwall, Jno. L. Stevens, Henry, and Chauncer.

The letter is in Spanish, sir, and I give it a literal transla tion as I go on. The last sentence is perhaps the most essential of all. "In virtue of this agreement I declare that you are in possession of the privilege conceded by the Government of New Grenada for the construction of a railroad over the isthmus of Panama."

So that, Mr. President, besides securing to these applicants this contract heretofore, as stated by them in their petition, the Minister of New Grenada has now, on this day, given them an official letter declaring that they are in possession And it is probable that the Minister himself may be with. my voice when I make this declaration, that he has, on this day, and for the purpose for which it is now used, declared that these persons are in possession of the privilege granted by that Government. Let it be known that this day the parties are in possession.

which have taken place for more than three centuries in execut-ing some easy and practicable communication between these two great oceans, the time has arrived now when the great work can be accomplished. Two Governments, both in the new world, republics, and friendly to each other, have entered into a treaty for the purpose of securing the execution of this work. An article has been inserted in the treaty, unanimously agreed to on the part of the American Senate, by which, sir, we acquire an interest, an invaluable interest, in the use of that work, provided we use the right secured to us of opening the way across the isthmus.

This is done by two republics—Powers of the new world-

acting together in making this treaty, and taking into their own hands, as appropriate, the great work which is to carry into effect the great idea of Columbus, in proposing to go west in order to arrive at the east. It is now in our power to accompilish it. The petitioners undertake to do it within three years; and that undertaking is made upon an actual view, an actual examination by engineers of the whole work to be secomplished. Their contract with the Government of New Grenada gives them eight years in which to do this work. The privilege of which they alone are now in possession ex-pires after eight years, and does not expire for eight years; but, actuated by their own interests, as well as anxious to comply with the universal desire to facilitate the intercourse between the two great oceans, these petitioners are ready to make extraordinary efforts, and to accomplish this work with in less than half the time.

This is as desirable to us, to the Government of this coun try, and to all who have yet to traverse the two oceans, as it is to them. Their interest requires it, and our convenience, and the successful carrying on of our own business requires it also. In the case of this company—informed as they are—ac-quainted as they are with the work which they have to do, and in possession of the necessary capital to accomplish it—
already having six hundred thousand dollars invested in the
line, which is on the other side of the isthmus, and deeply
interested in the returns which they have themselves to get
from capital already laid out—we have every possible human guaranty that these gentlemen will have the work accomwhich they name. Then, Mr. Presi dent, it is a subject of congratulation, a subject of rejoicing, that the United States of America, one of the first Powers in the world, shall be the first to carry out the great idea of Columbus of going west to obtain the east. Other plans may There is one contemplated across the isthmus of Tehuantepec by an English company. Let it go on. Let it succeed. Let there be as many as possible. But, sir, when that work is accomplished, it is still a British work. It is none of ours. It is not guarantied to us by treaties. We

will have to take our chance along with other nations.

We may also, sir, in time, perhaps before long, accomplish the great idea of Mr. Jefferson in sending Lewis and plish the great idea of Mr. Jefferson in sending Lewis and Clarke to the Pacific ocean, the great object of which was to examine into the practicability of opening a communication between the two sides of the continent. We may have an American road yet to the Pacific ocean; but that must be a work of time. The work across the isthmus of Tehuantepec may be called a foreign work, as it concerns us. This across the isthmus of Darien may be considered an American work, and that will be completed immediately. I hope, then, that the Senators may see that every interest and every feeling that belongs to the Americans—for I appropriate that term by way of distinction to the first Power in the New World—

mator from Missouri will not attempt to precipitate action upon this bill, nor attempt to get a vote of the Senate upon it today, nor this week, but that he will give us ample time and abundant opportunity to consider it fully in all its details, and in its whole scope. I rise, sir, merely to state to the Senate that I have received information, upon which I can implicitly rely, that a far more beneficial proposition than this presented by the Committee on Military Affairs will very soon be offered for the consideration of the Senate.

Sir, this is a vast matter and a vast undertaking which these individuals, the memorialists to this Government, are about to attempt, and for which they are to receive the sanction, patronage, and funds of the Government. If I undertake the sanction, patronage, and funds of the Government. If I undertake the sanction, patronage, and funds of the Government. If I undertake the sanction of the sanction, patronage, and funds of the Government. If I undertake they are going to do, like these gentlemen, who are able to do it, and have an interest, like them, in accomplishing it in the shortest time. And when all is done, they will have to obtain it from the Government of New Grenada, the right to obtain it from the Government of New Grenada, the right to obtain what is shown, by a declaration made this morning for the purpose of being read to the American Senate, to have been already guarantied to these gentlemen.

Now, sir, it is not the mails alone which they are to carry, but naval and military supplies of every kind. But the mails are already provided for by a separate contract. They will carry them on this ralrow, whereas, at present, they carry them on this ralrow, whereas, at present, they carry them on the same provided for by a separate contract. They will carry them on the same provided for by a separate contract. They will be a supplied to the same provided for by a separate contract. They will carry them on this ralrow, whereas, at present the consideration made this morni

matter, and to the vast sum of money proposed to be paid to these gentlemen; and that Senators will bear in mind that a proposition much more favorable will be presented to them. The Senate, therefore, should not act hastily upon this subject, but give us all time to look into it, and to make up

ur minds fully in regard to it.

Mr. HALE. Mr. President, I do not wish to be unde stood, in the very few remarks which I propose to make upon this subject at this time, as indicating what vote I shall give this bill on its final passage. I confess, however, at the out set, that my impressions are all against it—very strongle against it; and I wish to be informed about it. If I under stand the treaty between this country and New Grenada, the 35th article of which reference has been made by the S nator from Illinois, (Mr. BREESE,) a great and valuable pr vilege was secured to the Government and citizens of the United States. Well, sir, I take it that when that treaty was radified by the Government of New Grenada, their power, sefar as it relates to any railroad that was to be built across the sthmus, either by the United States or her citizens, was per formed and finished, and that it now remains with the Go ernment of the United States to prescribe the mode and man-ner and terms upon which the citizens of the United States are to enjoy the privilege of constructing a railroad; or, in the words of thetreaty, "any mode of communication may exist, or which may hereafter be constructed."

Several Sexators. Read it.

Mr. Hall. The 35th article of the treaty is as follows Mr. Hale. The 35th article of the treaty is as follows:

"The Government of New Grenada guaranties to the Government of the United States that the right of way or transit across the Isthmus of Panama upon any modes of communication that now exist, or that may hereafter be constructed, shall be open and free to the Government and citizens of the United States for the transportation of any articles of produce, manufactures, merchandise, and commerce belonging to the citizens of the United States; and that no other tolls or charges shall be levied on citizens of the United States, or their merchandise, than are levied upon the citizens of New Grenada."

Levie that are levied upon the citizens of New Grenada.

I take it, sir, that, as far as that Government is concerned, the right of this construction is vested by this treaty in the Government of the United States, and it is not competent for any of the citizens of the United States to go in and buy a contract with that Government, subsequent to this treaty, and pass a snap statute, and say to the Government, "Your hands e tied; you cannot accomplish your object except by contracting with us."

Again, sir, this bill not only authorizes but directs the Se

cretary of the Navy to enter into a contract with these three individuals. Now, it seems to me that, though the word has rown somewhat odious of late, this is, in the strictest sens of the definition, a monopoly. All the other citizens of the United States, except Mr. Wm. H. Aspinwall, John L. Stevens, and Mr. Chauncey, by this bill are deprived, for twenty years, of the privileges which might accrue to the citizens and Government of the United States under the treaty with New Grenada. The Secretary is not at liberty, after this bill becomes a law, to receive proposals from any body else, no matter how favorable may be the terms.

If I understood the honorable gentleman from Missouri,

(Mr. Benton,) one of the reasons assigned in his introductory remarks as favoring the passage of this bill, is, that these gentlemen have already very vast contracts with the Government on the other side of the isthmus, where they have the carrying of the mails. I suppose that there is to be a sort of scriptural-revelation doctrine here, that to those who have much scriptural-revelation doctrine here, that to those who have much much shall be given, and that these gentlemen, because they have already secured very large and valuable contracts, are now to have this privilege given to them for twenty years. If this bill lies over, I, if no other Senator does it, will propose an amendment, instructing the Secretary of the Navy to issue proposals to the whole people of the United States, and see if there cannot be three other gentlemen found that have as much skill, as much knowledge, and as much capital too, to construct this railroad as they have.

It is a new measure; it is one of vast moment. It opens a new year in the history of the world, connecting the two sides.

new era in the history of the world, connecting the two sides of this continent by this railroad; and I am not prepared, at this moment, to say that this new phase of civilization and commerce, which is now exciting the interest of the whole world, at the very first day that it sees the light, is to be transferred for twenty years to Messrs. Aspinwall, Stevens, and Chances.

I do not know, sir, but that I may have mistaken altogether the character of this bill; but this is the way that it strikes my mind at present. I am open to conviction. If there are any arguments to be given to a mind willing to hear them, and to be convinced by them, I would be very happy to hear them stated. If my convictions are overcome, I am as ready to vote for this measure as any body else; but at present my impressions are more decidedly against this bill than they have been upon any act of legislation since I have been a member of the Sente.

Senate to make this bill the special order for to day. All that I expected was to open the subject and bring it before the Senate, and that, after due deliberation and discussion, we would proceed to act upon it. I did not intend to ask the Senate to take any vote upon it to-day, of any kind. I, therefore, stand ready to agree to the putting off the bill from day to-day, or for a short time, until Senators can have an opportunity to examine it, and I must repeat, what I then stated, that the examine it, and I must repeat, what I tuel stated, this the only way by which Senators can understand this matter is to leave the subject open, and to discuss it. That is the only way. That there is necessity for time for Senators to underway. That there is necessity for time for Senators to understand the subject is very clear from what the Senator from Illinois, (Mr. Breeze,) who sits upon my right, has just said. He supposes that by this bill twelve millions of dollars are to be paid for transporting mails across the Isthmus of Panama.

Mr. BREESE. I said six millions.

Mr. BENTON. Well, then, six millions. I do not care

Mr. BENTON. Well, then, six millions. I do not care about the precise amount. Why, sir, this contract is already in the hands of these gentlemen, as a part of the contract for carrying the mails on the other side of the Isthmus. When the mail line of steamers was established by the Congress of the United States, for connecting these two parts of America, it was stipulated in the contracts entered into between the Government and the mail companies that the gentlemen who have the contract on this side should carry the mail as far as Chagres, and that those who have the contract on the other Chagres, and that those who have the contract on the other side should carry them from Chagres across the isthmus and

to the Pacific coast.

There is, then, sir, in the hands of these gentlemen, at this time, not merely the privilege, but the obligation to carry the meils from Chagres across the isthmus, and I can say that, over and above that contract, they have already dispatched a small steamer to Chagres for their own advantage in transsmall steamer to Chagres for their own advantage in transportation, and for the convenience of passengers going by that direction. And I may say that, for considerations of humanity, they have provided against the detention of passengers at Chagres, a place in itself most contemptible and most incommodiously situated upon the coast, and inhabited by a people with whom it cannot be desirable for any one to stay over with whom it cannot be desirable for any one to stay over night; for I believe there is not a white man among them; and as in Rome it is necessary to do as Romans do, so it is ne-cessary to do as these people do when stopping among them. These gentlemen, to provide against this inconvenience, have already provided a small steamer for the purpose of meeting the steamer that goes down from the American coast, and receiving persons at the mouth of the river, and taking them up as far as steamboats run, which is about eighteen miles. They have already provided this steamer, and the mails are now carried under that contract.

carried under that contract.

Mr. President, it is not only that there is nothing to be Mr. President, it is not only that there is nothing to be paid for the transportation of the mails, but there is nothing to be paid any way. There is nothing stipulated for any sum or for any time. The authority is only given to the Secretary of the Navy for contracting at a rate not exceeding certain rules, and for a period of time not exceeding a certain number of years. Now, sir, there is a rule to be taken, the rate which we pay for carrying the mail between New York and which we pay for carrying the mail between New York and Liverpool. Here are your rules to go by. The rate is not to exceed three-fourths of the amount which is now paid for transporting the mails alone from New York to Liverpool.

The Secretary may make the rate as much below that as he can bring down the parties, and we all know well enough that a secretary may make the rate as much below that as he can bring down the parties, and we all know well enough that a secretary under a perfect that the secretary under the secretary unde

that the Senators may see that every interest and every feeling that belongs to the Americans—for I appropriate that term by way of distinction to the first Power in the New World—should make us anxious to accomplish this work, and to do it at once. Great will be the pride of all America to be the first to accomplish this work, and to do it as once. Great will be the pride of all America to be the first to accomplish this work, and to do it as once. Great will be the pride of all America to be the first to accomplish this work, and to do it as once. Great will be the pride of all America to be the first to accomplish this work, and to do it as once. Great will be the pride of all America to be the first to accomplish this work, and to do it as once. Great will be the pride of all America to be the first to accomplish this work, and to do it as once. Great will be the pride of all America to be the first to accomplish this work, and to do it as once. Great will be the pride of all America to be the first to accomplish this work, and to do it as once. Great will be the pride of all America to be the first to accomplish this work, and to do it as once. Great will be the pride of all America to be the first to accomplish this work, and to do it as once. The bill specifies a great deal. The Secretary is not bound to make it one year. He may make it as short as her can. Let persons make as many propositions as they please. These propositions will aid the Secretary in making his contracts. Let persons make propositions of carrying the articles mentioned in the bi

tary of the Navy to contract with those petitioners for a limited time, and for a sum not exceeding a certain amount.

The conclusion of this contract is put into the hands of the Navy, because in his hands alone is the greatest point of the Navy, because in his hands alone is the greatest plying between our possesions on the Pacific side of on the Atlantic and our possesions on the Pacific side of the Atlantic and our possesions on the Pacific side of the Atlantic and our possesions on the Pacific side of the Atlantic and our possesions on the Pacific side of the Atlantic and our possesions on the Pacific side of the Atlantic and our possesions on the Pacific side of the Atlantic and our possesions on the Pacific side of the Atlantic and our possesions on the Pacific side of the Atlantic and our possesions on the Pacific side of the Atlantic and our possesions on the Pac in which new and extraordinary works cannot be accomplished except by giving advantages to the company engaged in them. Of that kind is the work before us; of that kind, sir, are our mail steamers, which not only go to California, but to Europe. Of that kind is the great Cunard line of steamers, which have won the admiration of the world. They are steamers em-ployed by the British Government. Of that kind are all great enterprises set on foot, for which individuals are not com-petent; and it is necessary, in order to secure the fulfilment of such enterprises, to add a consideration sufficient to ensure the company against loss, in order to get a great work accom-plished; and all that duly considered, I should advise the Se-cretary of the Navy to be careful before he enters into any contracts with this or any other company. The bill states maximum beyond which he cannot go. And there is no minimum to which he is confined. The maximum, sir, is in favor of the country, and I trust we can be satisfied that an

officer of the American Government will make the contract upon the best terms for his Government.

I have no objection to the bill going over, but as for extending it, it is death to the bill. The loss of a few menths now is the loss of a year. And then it is something novel, sir, for the loss of a year. And then it is something novel, sir, for legislation to stop for the mere purpose of giving others an opportunity to come in and bid against a proposition desirable in itself, and particularly, sir, when the object contended for is already in the possession of another. An application which may come in may mar the whole object. They may offer to carry it for the smallest possible sum and the merest fraction of time. What, then? The right, sir, the right is already in the possession of another. And what becomes then, of the contract? No, sir, the bil is open. The bil submits the whole matter to the discretion of a high officer of the Government, and I see no reason why we should be afraid trust to his discretion in the limitations.

Mr. ALLEN. As this is a matter of great importance

sir, and a subject entirely new, I desire some information in regard to it. The Government of the United States has, I believe, in virtue of treaty stipulations, the right of way for itself and for its citizens across the Isthmus of Panama. I desire to know whether the intention of this bill is to transfer that right from the Government of the United States to company in New York, so that no other citizens of the United tates, except that company, can exercise that right across the Isthmus of Panama.

Mr. BENTON. I apprehend that all persons who would

e at liberty to traverse the isthmus if this bil were refused would still have the same liberty concerning this and all other

privileges if the bill were to be passed.

Mr. ALLEN. I do not speak of the rights of those gen themen in New York. Their rights have no social concert in this Senate. Our business is with the rights of the people of the United States, which are secured to them by this treaty. I degire to know whether it be the intention of his bill to divest the Government and the people of the United States of the right of transit across the Isthmus of Panam, and invest this company in New York with this right, to he exclusion of the people of the United States who may desire to construct railroads or canals across that isthmus. This is what wish to know. I desire simply to know whether we are give up any rights that we have acquired under his treaty, by this bill, to any company in the United States, er whether the people of the United States, every body in the United States shall have the right to go there and make a road, canal, railroad, or any thing else. I simply wish to know whether we lose any of the rights which we have acquired by the treaty with New Grenada

Mr. BENTON. Mr. President, I would merely say that so far as the railroad is concerned, the right is exclusive for a limited time; the grant is for ninety-nine years. But as to transit, every person can go according to his choice-on foot through the woods, on mules, or in any manner he may please. The privilege of the road is to be exclusive, and it is that in which the people of the United States are to get the

benefit of the treaty.

Mr. CLARKE. I rise at this moment to ask for the con tract which was made by the Government of New Grenada with a company of the citizens of France, in 1838, which contract has been transferred to these persons—the memorialists. If any Senator has a copy of that contract, I shall be happy to see it before this debate proceeds further. It is very desirable, in order to understand what will be the situation of the United States, and the citizens of the United States, in case this bill pass, for that contract to be understood by th sate, before we proceed to any ratification of the petition of these memorialists

If this is to be restricted, it is very desirable that we should know it; and if it is to be unrestricted and unlimited, we should also know it.

I would ask whether a copy of the contract is in possession

of the honorable Senator from Missouri, (Mr. Benton,) or of any other person. Mr. BENTON. It is in the city, and can be produced;

but it has expired. Mr. CLARKE. I understand that that contract has expired, and that the same terms have been granted to the pre-sent memorialists. It is very desirable to know what are the terms of that contract, and what are the terms of the contract under which the present memorialists claim the exclusive righ

f way across the isthmus.

Mr. JOHNSON, of Maryland. Mr. President: It is not probable that I shall vote for this bill unless I understand it more thoroughly than it is possible to understand it in its present shape. I rise now simply to suggest one of two things, and I shall be much indebted to the honorable Senator from Missouri if he can remove my objections. The bill itself is not, if I understand the honorable Senator aright, a bill suorizing the Secretary of the Navy to enter into a contract thorizing the Secretary of the Navy to enter into a contract with these gentlemen for the transportation of munitions of war, naval stores, &c., but it is a bill directing as well as authorizing him to enter into a contract with these gentlemen. The language of the bill is that he "is hereby authorized and directed" to enter into such a contract. It gives him no opening a state of the state into a contract when such tion at all, but compels him to enter into a contract upon such

terms as the bill prescribes.

Another provision of the bill is—and so far as that is concerned it is entirely in the power, the exclusive power, of these directors—that he is to give not more than three-fourths the amount which is now paid for the transportation of the mail from New York to Liverpool. The bill, if I understand it correctly, directs the Secretary of the Navy to enter into a contract, to the provisions of which I have just referred, with

it correctly, directs the Secretary of the Navy to enter into a contract, to the provisions of which I have just referred, with no limitation except that the amount paid for this service shall not exceed three-fourths the sum which we now pay for the transportation of the mails to Liverpool. They may go up that high if these gentlemen think proper to say that they will not contract for any thing short of that amount.

Now, if I recollect aright, the amount which we pay for the transportation of mails from New York to Liverpool is very nearly four hundred thousand dollars per year. Hence we shall be paying these gentlemen three hundred thousand dollars per year for the period of this contract—twenty years—which, in twenty years, would amount to six millions of dollars. Now, if I am correctly apprized of the character of the country and the length of the road, I am very much inclined to think that it would not cost, at the maximum, to make this road, more than two millions of dollar; perhaps it might be done for a million and a half. At the very utmost the cost of making the road would not exceed two millions. The result would be, that it would place in the hands of these directors a clear profit of four millions upon an expenditure of two, and that without imposing on them any obligation to do more than to carry the supplies of the Government, munitions of war, public stores, the mails of the United States, and all persons in its employment—that is, persons standing in an official relation to the Government.

persons in its employment—that is, persons standing in an official relation to the Government.

But I have another objection to the bill. I have not seen the contract which Messrs. Aspinwall, Stevens & Co. are said to have made with the Government of New Grenada. I understood the honorable Senator from Missouri (Mr. Benyon) to have said, in answer to an interrogatory of the honorable Senator from Rhode Island, (Mr. Clarke,) that the original contract has expired. But I suppose that it has been, in some shape or other, revived, as they are now in possession of the authority to make this road. I believe I understood the Sena-

for aright.

Mr. BENTON nodded assent.

Mr. JOHNSON. Well, now, Mr. President, I would like to know whether the authority of which they are now in possession for making this road is an authority on the same terms as those contained in the original contract; and, if so, I should like to know what those terms are. I have been informed by one who spoke with certainty of the fact that the original contract was a general and a sweeping one. It contained no limitation upon the amount of toll to be charged by those gentlemen. They might fix any amount of toll that they thought proper for the transportation of merchandise of every description across the isthmus, from one end to the other, and for the transportation of passengers. The practical operation of a bill of this description may be this; I do not say that these gentlemen would use it for any such purpose, but they might use it so; and, looking to the interests of the people of the United States, we should not give them the power. It may be that they may charge such an amount of toll for the transportation of goods and persons as will make it the interest of persons to go themselves or to send their goods upon this route as the cheapest of any of the other route which will be opened to them. Now, what is the other route? Around the cape? By charging five per cent. less than is charged on the other route, they would get the whole travel. It is unnecessities they have been they would get the whole travel.

without a dollar of capital belonging to myself, and I could raise the money in five days; for whoever has the authority to make the road, with the certainty of receiving the six millions, based on the credit of the United States Government, will be greatly facilitated in obtaining the fifteen hundred thousand or two million dollars which will be necessary to accomplish the work. But I understood the honorable Senator that he did not intend to press a vote on the bill to-day; if he is not accomplish the work. if he is not now prepared to answer my objections, he may d so when the bill comes up on its final passage.

Mr. BENTON. I have no objection that there should be a brief delay, provided the subject be continued from day to day, until finally disposed of. With respect to the paper asked for by the Senator from Maryland, it shall be forthcoming. The application for it is a very proper one, for the letter contains other terms which are referred to by the parties, and which do not appear upon the face of the contract. I concur very readily in the proposition which the gentleman makes for a brief delay and the production of the paper, but the Senator must excuse me if I do not join him in his calculation respecting so compendious a mode of expending four millions of dol-lars. In the first place, upon no principle upon which he or I can-govern ourselves can we take away two millions. We cannot set up our opinion as to the sum necessary to be ex-pended in the construction of the road, in opposition to the estimate of competent engineers. The gentleman will find the basis of his calculation to be erroneous in another particular. The receipts for transportation are not to be considered in the light of profit to the company. I apprehend that their expenditure, which will be very considerable, will absorb those receipts. A large number of persons will have to be employed along the line of the road, and there must be a large outlay for buildings to shelter those who are so employed, and to shelter those who travel. I apprehend there will be a large outlay from the time that the work is completed and transportation upon it commences until the transporta-tion shall entirely cease. We know that such is the case with all our railways, and we know that such is the ex pense attending them, to say nothing of supplies of wood and water, from the number of hands to be employed, that it cats leeply into the amount received for the conveyance of passen If we were to go upon the assumption of the gentlegers. If we were to go upon the assumption of the gentle-man, that all the receipts are clear profits, we might well be astonished to see how rapidly fortunes could be made. But when you come to look at the detail of business, you will find that one-half, two-thirds, or perhaps three-fourths of your re-ceipts must go for the necessary expenses. Thus the gentle-man's calculation wholly fails as to these enormous profits. Mr. BREESE. It is not my intention to trouble the Sen-ate with any remarks in relation to the merits of this bill at its present stage, but I desire to correct a slight misunderstanding

hich seems to prevail in regard to one of the sections of the which seems to prevail in regard to one of the sections of the bill. It appeared to me that the language of that section would bear the interpretation which I have put upon it. For twenty years' service they will certainly receive six millions of dollars, and they will receive that allowance whether they onstruct a railway the whole distance or not; for the or has himself informed us that they have already sent ; steamboat to ply upon the Chagres river, and that the whole extent of land travel will not exceed twenty-five miles. Their outlay, then, I apprehend, cannot exceed one million of dollars. I merely wish to direct the attention of the Senate to his subject.

Mr. CAMERON rose to address the Senate.

Mr. CAMERON rose to address the senate.

Mr. BREESE. For the accommodation of my friend from Pennsylvania I will move that the Senate adjourn.

Mr. DIX (the motion to adjourn being withdrawn) rose for the purpose of calling the attention of the Senate to another point in relation to this subject. He apprehended that the Government of the United States had no right, under the treaty with New Grenada, to confer the power of constructing a road across the isthmus of Panama at all. The only right (said Mr. D.) that we acquire, as I understand it, is this, that citizens of the United States with their merchandise, &c. may pass across the isthmus upon any roads which are now constructed, or which may be hereafter constructed, with the same privileges as are enjoyed by the citizens of New Grenads, while the right of constructing roads, or of authorizing their construction, is reserved to them. I make this suggestion merely for the purpose of calling the attention of the Senate

the subject.
Mr. CAMERON. I rise for the purpose of moving that the Senate adjourn; but before doing so I would inquire if there be a copy of this compact with the French company,

were opened, and the Senate ac urned

HOUSE OF REPRESENTATIVES. Several other members appeared this day and took their

Mr. Toomes, of Georgia; Mr. Houston, of Alabama; Mr. Cabell, of Florida; Mr. Clarke, of Kentucky; Mr. Bowlin, of Missouri; and Mr. Mann, of Massachusetts. DEFICIENCY BILL.

Mr. VINTON, from the Committee of Ways and Means reported a bill to supply deficiencies in the appropriations for the service of the fiscal year ending June 30, 1849. Read twice and committed, and made the special order for Wednesday, the 27th instant.

THE NEW TERRITORIES.

The House then proceeded to consider the motion made by Mr. Robinson to reconsider the vote by which was passed on the 13th December, the resolution instructing the Committee on the Territories to report to the House, with as little delay as practicable, a bill or bills providing a Territorial Government for each of the Territories of New Mexico and Cali-

ernment for each of the l'erritories of New Mexico and California, and excluding slavery therefrom.

After some remarks by Mr. ROBINSON—

Mr. WENTWORTH moved that the motion to reconsider
be laid upon the table; which was decided in the affirmative, eas 106, nays 82.

SLAVERY IN THE DISTRICT.

In pursuance of previous notice, Mr. GIDDINGS intro-duced a bill to authorize the people of the District of Columbia to express their wishes as to the continuance of slavery and the slave trade within the District; which bill was read twice. the slave trade within the District; which bill was read twice.

Mr. GIDDINGS made some remarks in support of his bill,
during which, in reply to inquiries proposed by Messrs.

TROMPSON and TOMPKINS, of Mississippi, Mr. GIDDINGS
stated that, as he regarded no distinctions of color, in such
matters, the bill provided that all male persons, including
negroes, should be entitled to vote on the subject presented
for their decision.

for their decision.

Mr. THOMPSON, of Mississippi, then moved that the bill be laid on the table; which was decided in the affirmative, as follows :

be laid on the table; which was decided in the affirmative, as follows:

YEAS—Messrs. Adams, Atkinson, Barringer, Barrow, Bayly, Beale, Bedinger, Botts, Bowlin, Boyd, Boyden, Brady, Bridges, Brodhead, William G. Brown, Charles Brown, Albert G. Brown, Buckner, Burt, Cabell, Chapman, Chase, Beverly L. Clark, Howell Cobb, Williamson R. W. Cobb, Cocke, Crisfield, Crozier, Daniel, Garnett Dunean, Dunn, Eckert, Edwards, A. Evans, Parso, Ficklin, Flournoy, French, Fulton, Gaines, Gayle, Gentry, Goggin, Green, Hammons, Haralson, Harmanson, Harris, Hill, Isaac E. Holmes, Geo. S. Houston, Ioge, Charles J. Ingersoll, Joseph R. Ingersoll, Iverson, Andrew Johnson, Robert W. Johnson, George W. Jones, John W. Jones, Kennon, Thomas B. King, La Sere, Leffler, Ligon, Lincoln, Lord, Lumpkin, McClernand, Me-Dowell, McKay, McLane, Job Mann, Meade, Miller, Morshead, Morris, Morse, Outlaw, Pendleton, Phelps, Pilsbury, Preston, Richardson, Richey, Robinson, Shepperd, Truman Smith, Stanton, Stephens, Strong, Taylor, Thibodaux, Thomas, Jacob Thompson, Richard W. Thompson, John B. Thompson, R. A. Thompson, Tompkins, Toombs, Venable, Vinton, Wallace, Wick, Wiley, Williams, Woodward—106.

NAYS—Messrs. Abbott, Ashmun, Bingham, Blackmar, Blanchard, Canby, Catheart, Clapp, Franklin Clark, Collamer, Conger, Cranston, Crowell, Dickey, Dixon, Dan, Duncean, Nathan Evans, Farrelly, Fisher, Freedley, Fries, Giddings, Gott, Greeley, Gregory, Grinnell, Hale, Nathan K. Hall, Henley, Henry, Elias B. Holmes, Hubbard, Hudson, Hunt, Jenkins, James H. Johnson, Kellogg, Daniel P. King, Lahm, Wm. T. Lawrence, Sidney Lawrence, McClelland, McIlvaine, Honse, Hans, Marsh, Marvin, Mullin, Nelson, Nes, Newell, Palfrey, Peaslee, Peck, Pettit, Pollock, Putnam, Reynolds, Rockhill, Julius Rockwell, Root, Rumsey, St. John, Sherrill, Silvester, Singer'and, Smart, Robert Smith, Stark weather, Strohm, Tallmadge, Thurston, Tuck, Turner, Van Dyke, Warren, Wentworth, White, Wilmot, Wilson—77.

The bill from the Senate, entitled "An act authorizing the payment of interest upo

The bill from the Senate, entitled "An act authorizing the payment of interest upon the sdvances made by the State of Alabama for the use of the United States Government, in the suppression of the Creek Indian hostilities of 1836 and 1837, in Alabama," was taken up and read a first and second time, and referred to the Committee of Chairs. and referred to the Committee of Claims.

BILLS INTRODUCED

In pursuance of notice bills were introduced as follows, viz:

By Mr. MILLER: A bill extending the provisions of the
ninth section of the act entitled "An act to raise for a limited time an additional military force, and for other purposes,
approved February 11, 1847, to the commissioned officers below the rank of brigadier general, who served in the late war

referred to the Committee on Public Lands.

By Mr. BROWN, of Mississippi: A bill to provide for the graduation of the price of the public lands, and a bill to grant a quantity of land to the State of Mississippi, for the purpose of improving the navigation of certain rivers in that State; which bills were severally read a first and second time, and

eferred to the Committee on the Public Lands.

By Mr. SMITH, of Illinois: A bill granting to the States of Illinois and Indiana the right of way and a donation of pubic lands for making a railroad to connect the falls of the Ohio river opposite to Louisville, in Kentucky, with the Mississippi river, by the way of New Albany, in Indiana, and Mount Carmel, on the Wabash river, to Alton, in Illinois; which bill was read a first and second time, and referred to the Com-

mittee on the Public Lands.

By Mr. DUNN: A bill granting the right of way over the public lands in the States of Indiana and Illinois to the Ohio and Mississippi Railroad Company, and a portion of the public lands within said States of Indiana and Illinois to said States respectively, to be by them appropriated in the construc-tion and completion of a railroad to be constructed by said company; which bill was read a first and second time, and

eferred to the Committee on the Public Lands.

By Mr. LEFFLER: A bill to grant certain alternate sec tions of the public lands to the State of Iowa, to aid said State in the construction of a railroad from Dubuque, via lowa city, to Keokuck, in said State; which bill was read a first and second time, and referred to the Commiltee on the

By Mr. ROCKWELL, of Connecticut : A joint resolution authorize the survey of certain routes for a canal or railroad etween the Atlantic and Pacific oceans; which resolution was read a first and second time, and referred to a selec-

RESOLUTIONS SUBMITTED.

On motion of Mr. RICHARDSON, Resolved, That the Secretary of War be requested to communicate to this House Order No. 172, issued at the mouth of the Rio Grande, in Texas, on the 7th of July, 1848, by command of Major General John E. Wool.

Mr. WENT WORTH offered the following resolution,

which was read; and, debate arising thereon, it was laid over Resolved. That the Committee on the Judiciary be instructed to inquire into the expediency of passing a law pro-viding for the abolition of slavery and the prohibition of its extension, wherever Congress has the power so to do, and thus relieving this Government from all responsibility for

the existence of that institution, and also from all agitation concerning it.

Mr. FICKLIN offered the following preamble and resolution, which were read, and, debate arising thereon, they were

Whereas the guaranty to the new States that they shall come into the Union on an equal footing with the original thirteen States is not complied with so long as the Federal Government exercises the right of disposing of the public lands in the new States: and whereas the right of disposing of the soil of the public lands within their limits is one of the highest and most essential attributes of State sovereignty: Therefore,

Be it resolved by the House of Representatives, That the
Committee on the Public Lands be instructed to inquire into the expediency of reporting a bill ceding to each one of the new States all of the public lands within their respective limits, except such as may be reserved under the constitution for public purposes.
On motion of Mr. HUBBARD,

Resolved, That the Committee of Ways and Means be in-structed to inquire into the expediency of placing soldiers' cer-tificates, issued under the act of February 15, 1847, on the same basis with treasury notes, as per act of January 28, 1847,

and, if they deem proper, to report a bill for that purpose.

On motion of Mr. ECKERT,

Revolved, That the Committee on Commerce be instructed to inquire what proportion of the imports into the United States is made by foreigners and on foreign account, and what proportion by citizens of the United States; and also what fraud, if any, are committed against the revenues of our Gov-erument under the ad valorem duties; stating what proportion of these frauds are committed by foreign and what by American importers, and report to this House.
On motion of Mr. GREGORY,
Resolved, That the Committee of Ways and Means take

into consideration the propriety of reporting a bill for reducing the size of the one cent coin, and to authorize the coinage of a three cent piece, both to be composed of copper and some other precious metal.
On motion of Mr. HAMPTON, of Pennsylvania

the Senate adjourn; but before doing so I would inquire if there be a copy of this compact with the French company, upon which this whole matter is based, in print, because we ought to have it before us.

Mr. BENTON. In reply to the Senator I will say that I will do all that is in my power to have it put in the hands of Senators as soon as it can be done.

On motion, the Senate will the french company, upon which this whole matter is based, in print, because we ought to have it before us.

Resolved, That the Committee on Public Lands inquire in the year 1829 an action was brought in the district court of the United States, in North Carolina, holden at Albemarle, in that State, upon a duty bond. Judgment was afterwards recovered upon the bond, and in 1835, Plummer, in whose bestieve, to be appropriated as follows, viz: 500,000 acres for the construction of the Pennsylvania railroad; 300,000 acres for the construction of the Pennsylvania railroad; 300,000 acres for the construction of the Pennsylvania railroad; 300,000 acres for the construction of the Pennsylvania railroad; 300,000 acres for the construction of the Pennsylvania railroad; 300,000 acres for the construction of the Pennsylvania railroad; 300,000 acres for the construction of the Pennsylvania railroad; 300,000 acres for the construction of the Pennsylvania railroad; 300,000 acres for the construction of the Pennsylvania railroad; 300,000 acres for the construction of the Pennsylvania railroad; 300,000 acres for the construction of the Pennsylvania railroad; 300,000 acres for the construction of the Pennsylvania railroad; 300,000 acres for the construction of the Pennsylvania railroad; 300,000 acres for the construction of the Pennsylvania railroad; 300,000 acres for the construction of the Pennsylvania railroad; 300,000 acres for the construction of the Pennsylvania railroad; 300,000 acres for the construction of the Pennsylvania railroad; 300,000 acres for the construction of the Pennsylvania railroad; 300,000 acres for the construction of the Penn

cifying particularly the amount of each kind of iron import-ed and the duties paid on each kind; also, a similar statement of the amount of iron of all kinds imported annually under the tariff act of 1842, and the amount of revenue received

on euch importations.

And then the House adjourned.

Tuesday, December 19, 1848.

IN SENATE.

The VICE PRESIDENT laid before the Senate a report of the Secretary of State, communicating, agreeably to law, an abstract of returns of American seamen registered in the several ports of the United States during the year ending September 30, 1848; which was read. The following is the recapitulation of the number of seamen, as far as returned:

States,		Citizens.		
		Native.	Natur- alized.	Total.
Maine		1,134	12	1,146
New Hampshire	*****	69	3	72
fassachusette		3,724	58	3,782
thode Island	*****	304	3	307
Connecticut		44		44
New York		1,428	-	1,428
Delaware		21		21
faryland	10.00	464	15	479
District of Columbia		6	4	6
irginia		426		426
North Carolina		41		41
Jeorgia		85	19.20	85
ouisiana		399	17 500	399
Florida		14	1	15
		8,159	92	8,251

Mr. ATCHISON, from the Committee on Indian Affaire, reported a bill to authorize the Secretary of War to make re-paration for the killing of a Caddo boy by volunteer troops in

Mexico.

On motion of Mr. ATCHISON, the Senate proceeded to the consideration of said bill as in Committee of the Whole.

A letter from the Secretary of War, explaining the circumstances of the case, and recommending the passage of the bill,

No amendment being proposed, the bill was reported back

to the Senate.

Mr. KING requested an explanation of the object of the

Mr. ATCHISON sent to the Secretary a communication fro a the Commissioner of Indian Affairs which con tained the facts of the case.

tain at the facts of the case.

The communication having been read—
Mr. ATCHISON continued. He said: Mr. President,
I had hoped that the Senate would have given some attention
to the reading of the document, as it explains the whole matter. Last summer, unfortunately, a boy of the Caddo tribe
of Indians was killed by some of the volunteer troops in
Texas. This produced, as a matter of course, great excitement; they threatened retaliation; they threatened war. The
Indian agent and Col. Bell, who commanded upon that frontier, concluded a treaty with these Indians. The Indians
agreed to take five hundred dollars to keep the peace, according to their custom; and now the Secretary of war calls upon ng to their custom; and now the Secretary of war calls upon

us to make this appropriation.

The bill was then ordered to a third reading, and was subsequently read a third time and passed.

Mr. BALDWIN submitted the following resolution, which Mr. BALDWIN submitted the following resolution, which was considered by unanimous consent and agreed to:

Resolved, That the Committee on Military Affairs be instructed to ascertain, so far as may be practicable, and report to the Senate, the particulars of the contract existing between the Government of New Grenada and Mestrs. Aspinwall, Stevens, and Chauncey, in regard to the construction of the proposed railroad across the Isthmus of Panama, and the terms on which the use of such railroad for the transit of passengers and merchandise is secured to the people and Government of New Grenada and of the United States.

PURCHASE OF CUBA.

The following resolution, submitted yesterday by Mr. Mil-Len, was taken up for consideration:

Resolved, That the President of the United States be requested to inform the Senate whether any and what negotiations or correspondence have taken place between this Government and the Government of Spain, or between any persons acting under the direction or authority of either Government, in relation to the purchase of Cuba by the United States, and that he communicate to the Senate copies of such negotiations or correspondence, so far as the same may be communicated consistently with the public interest.

Mr. BERRIEN. Mr. President, I would suggest to the nover of the resolution (Mr. MILLER) whether it would not

mover of the resolution (Mr. Miller) whether it would not be better to transfer it to the Executive session. It seems to me, sir, to be an interference, which is not ac-cording to the usage of the Senate, with the Executive pow-ers of the Government. The very fact of the pendency of the negotiation, if any negotiation be pending, and the fact that the President is authorized by the constitution to enter into such negotiations, show the importance of preserving the secresy upon which the success of a negotiation in a great measure must depend. neasure must depend.

I do not believe myself that any importance is to be attached to the present inquiry, because I do not believe that any such negotiations are pending. But we should refrain from interfering with what properly belongs to the President by virtue of powers in him vested by the constitution of the United States; and we should, at least, protect the Executive from an exposure which may prove injurious to a negotiation.

I would suggest, therefore, to the mover of the resolution the propriety of waiving that inquiry here, and making it the

subject of inquiry in Executive session.

Mr. MILLER. Mr. President, in submitting that resolu-Mr. MILLER. Mr. President, in submitting that resolution, I had no intention at all to interfere with the executive power of the President. It is well known, probably, to the Senate, that for some time the public prints and the public mind have been somewhat excited by the rumors relative to this question—I mean the purchase of Cuba. I did not presume, nor can I presume, that the President has opened any negotiations of that kind. On a subject of such importance it is not to be presumed, I apprehend, that the Executive, without giving any intimation whatever to the country, has commenced such a negotiation. This resolution was offered merely for the purpose of satisfying the public mind upon this question, and not with any design of encroaching upon the powers of the Executive. I believe there are many precedents for a resolution of this kind. I believe there such resolutions were offered in regard to Oregon and Texas in open session, and offered in regard to Oregon and Texas in open session, and no objection was urged against them.
Without saying what course I shall adopt myself in refer-

ence to this matter, I am willing to allow the pass over.

The resolution was passed over accordingly.

BILLS INTRODUCED ON LEAVE. Mr. BREESE, agreeably to notice, asked and obtained leave to bring in a joint resolution explaining the act to provide payment for horses and other property lost while engaged in the military service, approved 18th January, 1848, which was read a first and second time by its title, and refer-

which was read a first and second time by its title, and refer-red to the Committee on Military Affairs.

Mr. BADGER, in pursuance of notice, asked and obtain-ed leave to introduce a bill for the relief of Wm. Plummer, executor of Starkey Armistead, deceased.

Mr. BADGER. Before I move the reference of this bill,

I wish, in three words, to state to the Senate the nature of

fold; and 200,000 to the Pennsylvania; and Onio rairoad, to be expended within the State of Pennsylvania; and that said committee do further inquire into the expediency of making a district judge to have satisfaction entered, and the execution just and equitable division of the public lands amongst the several States of this Union, and that said committee report by district judge to have satisfaction entered, and the execution quashed. This application was overruled. Thereupon a scircl facing was sued out of the United States court to show belief or otherwise.

Mr. MEADE offered the following resolution, which was read, considered, and agreed to:

Resolved, That the Secretary of State cause to be transmitted to this House the correspondence of George M. Gordon, late, and Gorbam Parks, the present, Consul of the United States at Rio de Janeiro, with the Department of State, on the subject of the African slave trade; also, any unpublished coprespondence on the same subject by the Honder, William of the State court, in times gained the same subject by the Honder, and the state of the United States at Rio de Janeiro, with the Department of State, on the subject of the African slave trade; also, any unpublished coprespondence on the same subject by the Honder, and the state of the Court of the Constitution, or by what other authority, the Secretary of the Treasury of the United States did, by his sanction and approval, during the late war with Mexico, establish a tailf of duties in the ports of the Mexican republic; and that he also communicate to this House by what legal, constitutional, or other authority he undertook to appropriate the revenue thus derived to the support of the samy in Mexico without the sanction of the tax-laying and appropriating power of Congress, as established by the constitution of the United States, and the recommunicate to the House by what legal; constitutional, or the 11th instant, was taken up, read, considered, and agreed to:

Resolved, That the Secretary of the Treasury be and he is hereby required to furnish this House with a state ment of the amount of iron imported under the tailf act of 1842, and the amount of revenue received on the same, specially and folly paid, and thereby put the individual to great the amount of iron imported annually under the tailf and the proper secretary of the Amount of revenue received on the same, specially and

RAILROAD ACROSS THE ISTHMUS.

RAILROAD ACROSS THE ISTHMUS.

Mr. BENTON. Before any regular business is taken up, I beg leave to state to the Senate that, at the request of some Senators on my left, I have obtained the contract made between the New Grenadian Government and the company which held the grant originally. That contract is now produced for the information of the Senate. I have it here in Spanish. It is a document of considerable length—too much so to be useful to read here. The only way to make it useful to the Senate will be to have it translated and printed. I therefore move that the paper be translated under the direction of the Secretary and printed.

Mr. CAMERON. If I understand this business, there certainly must be a contract in addition to the one now presented. I refer to the one that, it has been stated, was made by the Grenadian Government with the French, upon which the present one before us is based. I would amend the motion of the honorable Senator from Missouri by moving that the contract originally made with the French, together with

Gen. Harran's letter, be also printed.

Mr. KING. I would ask if the contract to which the hon

Mr. KING. I would ask if the contract to which the honorable Senator alludes is before the Senate?

Mr. CAMERON. I am not able to answer that question, but if the gentleman will permit me I will explain. I asked yesterday, as a matter of information, if the contract entered into between the Government of New Grenada and the first company to whom the right of way was granted could be produced, which contract, as I understand, was abandoned. I wished to have also the contract of the Messra. Aspinwall & Co. with the Grenadian Government, and the letter of Mr. Herran produced along with it. It is necessary to a proper understanding of the subject that we should be made acquainted with the terms of both contracts.

Mr. KING. It is certainly necessary that we should have all the requisite information pertaining to this subject; but we cannot order a paper to be printed that is not in our possession; and that too when we do not know in whose hands it is placed. Whenever the Senate shall obtain it, no doubt it will be printed.

Mr. POOTE. I should have supposed that the distinct ig-

will be printed.

Mr. POOTE. I should have supposed that the distinct intensions which have been thrown out by various Senators, in hearing of the avowed friends of the measure under consideration, as to the importance of bringing before the Senate, for our inspection, and, if we so decide, for the purpose of being printed, the original contract so often referred to, and upon-which this measure is founded, might before this have caused.